

DOCUMENT NO. #23  
NO CHANGE IN CLASS. ☐  
☐ DECLASSIFIED  
CLASS. CHANGED TO: TS 6  
NEXT REVIEW DATE: 8-1-86  
AUTH: HR 78-2  
DATE: 8-1-86 REVIEWER: 100368

DATE, SORTIE NUMBER, TYPE OF FLIGHT 5 April 1956 Workhorse 26 Mission A-1004 Tracking Photo

TAKE-OFF AND CLIMB CONDITIONS:

CLOUDS (AMOUNT, TYPE, TOPS AND BASES) 2/8 Ci Bases E30M TOPS UNKNOWN  
VSBY 504 TEMP \_\_\_\_\_ NORMAL WIND COMPONENT ZERO PARALLEL WIND COMPONENT ZERO ICING NONE  
TURBULENCE NONE CONTRAILS NP 37.5 TO 42.5M

ROUTE:	A	B	C	D	E	F	G	H	I	J	K	L	LAND	
CHECK POINT	WTN	TAHOE	SCK	FAT	VCV	YUM	3310	LASCRUCES	PECOS	LBB	SAF	FLG	WTN	LAND
TIME (Z)	1612	1713	1730	1750	1815	1841	1913	1944	2010	2035	2112	2153	2225	2330
ALTITUDE		64	65	66	66.3	67	67.5	67.7	68			68.7	68.7	
CLOUDS(CAT)	1	1	1	1	1	1	1	1	1	1	1	1	2	
CONTRAILS	UNKNOWN	AT FLIGHT ALTITUDE												
TURBULENCE								LGT						
VISIBILITY	504	AT FLIGHT ALTITUDE												
WIND	AS FORECAST													
TEMPERATURE														
ANY ATMOSPHERIC PECULIARITIES NOTICED AND REMARKS:								LOW LEVEL BLOWING SAND EAST OF ABC						

LET DOWN AND LANDING:

CLOUDS (AMOUNT, TYPE, TOPS AND BASES) 1/8 AC BASES AND TOPS UNKNOWN  
VSBY 504 NORMAL WIND COMPONENT zero PARALLEL WIND COMPONENT 15K ICING NONE  
TURBULENCE NONE CONTRAILS UNKNOWN

DIFFICULTIES IN WHICH ATMOSPHERIC CONDITIONS WERE A FACTOR NONE

FORECAST ISSUED:

WIN TERMINAL: 300 THIN SCTD VSBY 25 SFC WND LGT AND VREL BOMG 1300P 300 THIN BRKN VSBY 25 SFC WND WEST 15K  
ROUTE CLOUDS: CLEAR ENTIRE ROUTE EXCEPT CAT 2 100M EAST OF ROUTE MAF TO LBB, AND CAT 2 INW TO WTN.  
WINDS AND TEMPS: RNO 040/10/-52, SCK 360/10/-62, VCV 060/10/-62, YUM CALM -62, SAN CARLOS RESERVOIR CALM -62, ELP 290/10/-62,  
MAF 290/10/-62, LBB 130/10/-60, SAF 090/10/-59, FLG 040/10/-59, WTN 360/10/-58  
CONTRAILS AND LGT TURBULENCE 44M TO 54M IN WTN AREA

25X1A

NOTE:  
FORECAST USED FOR BRIEFING WAS ONE RECEIVED 12 HOURS BEFORE TAKE-OFF TIME. THE FORECAST WAS NOT RECEIVED UNTIL AFTER THE  
PILOTS WERE BRIEFED. THE CLOUD FORECAST SHOULD ARRIVE THIS STATION NO LATER THAN FOUR (4) HOURS PRIOR TO THE FIRST  
AIRCRAFT DEPARTURE. IT SHOULD ALSO INCLUDE JET STREAM INFORMATION ON POSITION, CORE HEIGHT AND MAX WINDS TO BE USED BY THE PILOT  
IN CASE OF FLAME-OUT. 25X1A

5 April 1956 Workhorse 26 Mission A-1004

~~TOP SECRET~~  
(When form is filled in with data.)

PHOTOGRAPHIC ANALYSIS:

CODE USED: CLOUD DATA WITH VERTICAL DEVELOPMENT, THICK OR THIN, TYPE, VERTICAL CATEGORY OF CLOUD COVER. FOLLOWED BY FIVE FIGURE GROUP GIVING GROUND COVER CATEGORY AS FOLLOWS: 1ST FIGURE VERTICAL, 2D FIGURE 30° LEFT, 3D FIGURE 60° LEFT, 4TH FIGURE 30° RIGHT, 5TH FIGURE 60° RIGHT. CATEGORY 1 CLEAR, CATEGORY 2 0/8 TO 2/8, CATEGORY 3 3/8 TO 5/8, CATEGORY 4 6/8 TO 8/8

WIN TO 3920 TO 3821 TO 3720 TO 3517 TO 3315 TO 3310 TO 3207 TO 3103 CLEAR REST OF FILM NO GOOD

FORECAST VERIFICATION:

FORECAST VERIFIED AS BRIEFED

REMARKS:

ABBREVIATIONS USED:

P: PERSISTANT, NP: NON-PERSISTANT, L: LIGHT, M: MODERATE, S: SEVERE, H: HEAVY, C: CLEAR ICING, R: RIME ICING  
C: CLEAR, /O/ LOW SCTD, /@/ LOW BRKN, /⊕/ LOW OVC, /O/ MIDDLE SCTD, /@/ MIDDLE BRKN, /⊕/ MIDDLE OVC, /O/ HIGH SCTD, /@/ HIGH BRKN, /⊕/ HIGH OVC

~~TOP SECRET~~  
(When form is filled in with data.)